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Sailors' Magazine



and SEAMEN'S FRIEND

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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

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THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give *annual notices* of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM O. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

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The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars at one time makes a LIFE DIRECTOR.

FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, *at the same time*, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request and in presence of each other, signed their names thereto, as witnesses.

SAILORS' THE MAGAZINE



AND SEAMEN'S FRIEND

Vol. 70,

AUGUST, 1898.

No. 8.

SONG OF THE BATTLE-SHIP STOKERS.

Heave on the coal, to win the goal
Of a blasting ocean war!
By pits of hell stand sentinel,
As the deadly cannon roar.
The engines beat in blanching heat;
Our battle-ship ploughs her course;
Up there they fight in cool daylight,
While we feed the monster's force.

Over the sea, our battery
Will lay waste the upper world;
And far from fame we feed the flame,
As the bursting bombs are hurled.

We cannot know the ebb and flow
Of the battle's rushing tide;
But hear the boom of unknown doom
Where the thundering war-ships ride.

Each moment passed may be our last,
For the crashing bomb-shells fly,
And fires of fate reverberate
In the wide, smoke-laden sky.
In lurid night we feed the fight,
As the belching cannon roar.
Heave on the coal, to win the goal
Of our country's ocean war!

KATHARINE COOLIDGE, in *Harper's Weekly*.

SPLICED.

Eh, but it's grand to sit at one's door with one's own wife at one's side,
A-showing her what she ought to know—how a ship-shape knot is tied:
See the ropes be equally matched, lass. A wisp and a cable won't splice;
For tie 'em as neat as you may, the weaker will give in a trice.

(That's just what the Good Book means, Kate, when it says that two will not
speed,

Who set out to travel together, yet are in nothing agreed.)
But take two ropes like these, now—this is softer, you see, but it's tough,
And that is as good in its way, though it feels a little more rough.

Now twist 'em and twirl 'em—and there!—What, couldn't you follow my hand?

Strange! how it's easy to do, what's not easy to understand!

'Twas easy our falling in love—but ask how we did it, and why?

You may answer (for women are clever!) but I can't tell you, not I!

Then to make sure that the ropes are spliced, just tug 'em at either end,
If the knot be right, and the ropes be sound, there will be nor split nor rend;
There will be, as it were, one rope, only stronger because it's two,
And that's the way it's to always be, my Katie, with me and you!

The tugs will come, lass, as sure as life, when young days will pass away,
When duties will thicken around us, while our heads grow bowed and gray;
For though knots be tied in the sunshine, Kate, they're meant to hold in a
gale:

And from all that we see around us, life isn't a summer sail!

And the time must come at last, Kate, when all knots will dip out of sight,
One of the strings drawn safely in God's haven of love and light,
But one of 'em still left dragging in life's ocean rough and cold,—
Yet the watch may sing out "All's well!" Kate, for our Father's knots will
hold!

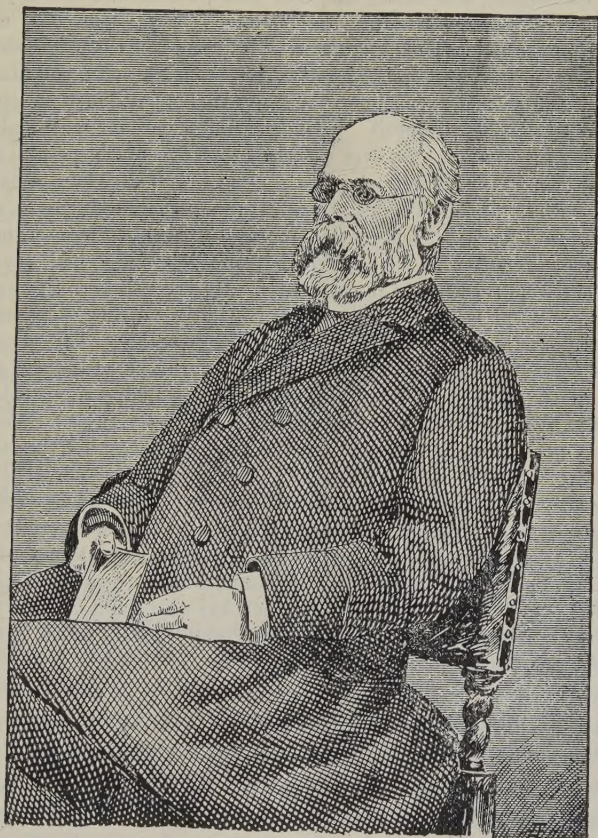
I. F. MAYO, in *Leisure Hour*.

EDITORIAL PARAGRAPHS.

AFTER the recent naval victory at Santiago, Captain J. W. PHILIP, commanding the *Texas*, called his officers and men to the quarter deck and uttered these words, "I want to make public acknowledgment here that I believe in God the Father Almighty. I want all you officers and men to lift your hats and from your hearts offer silent thanks to the Almighty." This they did. A few days afterwards President McKINLEY issued his proclamation calling on the people to thank God for our success on sea and land. Prayer is the voice of the humble and their pathway to deeper humility. It is well for victorious sailors and soldiers to imbibe the spirit of KIPLING's noble Recessional, "lest we forget, lest we forget," and like Captain PHILIP, in the very moment of triumph, to thank God with outward reverence and inward sincerity.

VARIOUS organizations have sprung up to send reading matter to the army and navy. May they all do a good work! This is simply to notify our friends that loan libraries from this Society are going on war-vessels and endless packages of magazines, &c. This Society's long connection with the Navy Yard has given it facilities for reaching naval seamen which are abundantly utilized just now. Of course the work on merchant vessels and among merchant seamen ashore goes on as usual.

THE press has been eulogistic of SAMUEL PLIMSOLL, the man who stopped the sailing of ships that "were meant to founder," as KIP-LING has called what might also be called constructive murder. As we were not able to procure a picture of Mr. PLIMSOLL in time for the July Magazine, his portrait is placed here in memory of the kind of man whom the SAILORS' MAGAZINE would honor.



SAMUEL PLIMSOLL.

The following is from HORACE TOWNSEND, in the *Philadelphia Public Ledger* (slightly condensed):

Something more than a quarter of a century ago Mr. PLIMSOLL's attention was attracted by the report of a shareholders' meeting of an Irish steamship company, in which the chairman made in all good faith the remarkable statement that the directors had sold one of their vessels for a trivial sum, "as it was completely worn

out from stem to stern, and as we dare not put her to sea again, we thought the sooner we got rid of her the better." PLIMSOLL found his indignation roused by this cold-blooded statement, which pointed to the fact that lives of sailors were being every day sacrificed owing to the parsimony of the owners. The subject monopolized his thoughts, he spared no trouble or means to arouse the country to a sense of the awful crime which was every day being perpetrated. As a first step he went into Parliament for Derby, 1863. Five years later he published a vehement appeal entitled, "Our Seamen," which stirred the public as few pamphlets have stirred it.

He moved Parliament, and during the same year a commission was appointed, on which the Duke of Edinburgh sat. He introduced a stringent bill, which was rejected in 1876 by a majority of only three, and finally he extorted a promise from DISRAELI that the government would insert a Merchant Shipping Act of their own. The measure, however, had to encounter the influential opposition of the shipowners, and after some time it was dropped. Then occurred one of the most violent scenes which the House of Commons has ever witnessed, but one which, painful as it was, yet brought all Mr. PLIMSOLL'S strivings to a climax, and gave him a name in history. Frantic with anger and disappointment, the Seamen's Friend, as he was called, rose in his seat, and losing all self-control, proceeded to make the most impassioned attack upon the government. He asserted that shipowners were little short of murderers, and they were represented in the House. He accused Mr. EDWARD BATES, M. P., of Plymouth, of being a "ship-knacker" and a villain; he accused him of sending thousands of seamen to certain death and destruction. The Speaker interposed, but he refused to withdraw the term villain, and repeated it again and again. He shouted, shook his fist at the government benches and remained deaf to the appeals of his friends, who tried to pacify him, and finally rushed excitedly from the House. A week later he returned and frankly apologized for the language he had uttered, but the scene fired all England, numerous public meetings were held all over the country and the government introduced and passed a temporary measure which was subsequently followed by other legislation. Now the Board of Trade enforces a load line on every ship, and overloading is prevented, undermanning is prohibited, and Mr. PLIMSOLL'S championship accomplished the dearest purpose of his life, and he has one of the noblest epitaphs which any man could have carried round the world on every merchant ship. This is the Plimsoll Mark, which is painted on the side amidships, marking the maximum load-line.

THE REV. H. T. MILLER, of Canada, in referring to the poem in the June Magazine, celebrating the success of the *Calliope* in escaping destruction in the storm that wrecked other vessels in Apia Bay, writes that it may not be generally known that its success was due to the excellence of the New Zealand coal in her bunkers. Referring to CROMWELL'S word "trust in God and keep your powder dry," Mr. MILLER thinks that the modern way of putting it may be "Trust in God and fill the bunkers with the best coal." May we not add that modern war-vessels depend not only on coal for success, or escape from defeat, but also on the man behind the coal (as well as the man behind the gun). Crown officers, gunners and seamen with the chaplet of victory, but do not forget engineers, firemen and stokers, who

fight with brave endurance to secure the conditions essential to the success of the men on deck. When the triumphal procession of our navy is made on the return of peace, let the stokers march also to receive plaudits due to them as well as to admirals and captains.

THERE is a great demand for comfort bags in the navy. They may be sent to the Rev. W. O. HOLWAY, the *Vermont*, Navy Yard, Brooklyn. Hundreds can be used to advantage immediately. As frequent inquiries are made in regard to the proper making of a comfort bag, the following directions are taken from *Good News for Sea and Land* :

These bags are made of any durable material, bright colors preferred. They are ten by thirteen inches. They have two strings of tape or braid placed two inches below the top, so that they may be pulled easily. In the bag we place a Testament or a Bible, a small flat pin-cushion filled with pins, a needle-book, with six large-eyed needles and two darning needles, darning yarn, a small emery, a piece of wax, a large open thimble, a spool of No. 30 black linen thread, spool of No. 20 white linen thread, a small bag of buttons suitable for men, a pair of scissors, and a bottle of vaseline, a roll of bandages, and, if at all possible, a personal letter written to our "sailor brother," for this letter is more highly prized by the men than any of the other contents. A pencil, a tablet of letter paper and a few stamped envelopes and postal cards would often enable the sailor to send a line to the anxious wife or mother at home, when he would have no time to find these necessities elsewhere.

OF course the older friends of this Society's work are fast passing away, and it is natural to look and long for others to take their places. One of its best friends was Mrs. JANE A. HODGES, of Rochester, who for many years sent loan libraries to sea. On her dying bed she selected her successor in this work, caused her to be made a Life Member of this Society and enjoined her to continue the annual library after she was gone. Why may not this example be followed? Before you go hence, look around for the friend who is likely to fill well your place, and give that friend a solemn charge to support the cause you have loved and lived for.

THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street, New York.

LOAN LIBRARIES. The master of the brigantine *Ed. E. Hutchings* writes of No. 9,375 :

My crew and I have read the books with pleasure. I take this opportunity in behalf of my crew to thank your Society for the loan of the library. May God bless

the donors of so noble a work. I have not been to sea for the last eight years without a library and should be lost without one. I consider your Society has been a great blessing to seafaring people, and trust you may prosper in the good work.

The mate of the barkentine *Robert Ewing* writes of No. 9,960 :

We desire to thank you very kindly. The books have been read with much profit to us all.

It is well to copy here the last paragraph of a sailor's story of the wreck of the *Asia*, told in the July Magazine. He refers to No. 10,331 :

We had a loan library from the AMERICAN SEAMEN'S FRIEND SOCIETY put aboard our ship in New York. During the voyage nearly all the books were read by some of the crew and myself; little Lena had charge over them and she read them all and kept them in good order, and I feel it is my duty to thank your Society for furnishing the sailors with reading matter. Accept, then, my best thanks from me and those men lost who read the books with great pleasure.

The master of the ship *Norwood* writes of No. 10,374 :

Please accept my sincere thanks for the library which you so kindly supplied to my ship. I can assure you it is heartily appreciated.

The captain of the ship *S. D. Carleton* writes of No. 10,377 :

The library was read by my crew on the passage to Shanghai; by another crew from there to Singapore, and by another crew from there to New York, and I have no doubt with much interest. At Singapore I was visited by a missionary and his wife and could not refuse their earnest request to let them have several of the books, as they could not get any such good ones there. Trusting all will be satisfactory.

The master of the ship *Glooscap* writes of No. 10,387 :

It has been read with interest by crew and officers of the *Glooscap* on her last voyage from New York to Australia, thence to Manila and back here, and I thank you very much for the use of the books, for they are a great source of comfort to us on these voyages.

The captain of the bark *Alice* writes of No. 10,405 :

Please accept many thanks for your valuable library. The books are well selected and the reading of them passes away many lonely hours at sea which otherwise would be tedious. That the blessings of heaven may reward you all is the wish of one of the many that receive a benefit from your generous Society.

Chaplain FREDERICK C. BROWN, U. S. N., writes of Nos. 10,387 and 10,502:

U. S. S. *Columbia*, AT SEA.

Certainly the donors of the two libraries which came to us from your Society would have felt amply repaid should they have seen the pleasure which our crew took when to-day the books were put on the shelves. It is a very noble charity—this, of giving men at sea something to read. I wish your Society all prosperity in its good work.

For The Sailors' Magazine.

SHIPOWNERS AND DISAPPEARANCE OF BRITISH-BORN SAILORS.

BY COMMANDER WM. DAWSON, R. N.

[The following is a part of a paper read by Commander DAWSON, R. N., at the Royal United Service Institution, London, Sir GEORGE BADEN-POWELL, M. P., being in the chair. The suggestions of this paper are rooted in the doctrine that shipowners ought to have something to say and do in regard to the seamen who man their vessels. When Great Britain and the United States form a closer alliance, (may the present dream have a near fulfilment!) it will be in order for shipping men on both sides of the sea to talk together of the scandals that cloud their business in both countries, and together to adopt measures to make ships represent the kindest Christian heart as well as the best business head. ED.]

British seamen are the most grateful of men for even small mercies. Many shipping managers are already looked up to with gratitude by contented captains, officers and crews, for not regarding them merely as figures on the wrong side of the account. Might not these considerate managers combine with other employers for the revision of the general management of all crews? Union gives strength for good deeds. For example:

1. Few things cause more discontent, ill-feeling and bitterness on board merchant ships, leading on to ill-words and ill-deeds, than unnecessarily working cargoes and coals on Sundays, when in foreign ports or in Crown colonies. British ships have been pioneers in introducing this evil practice in ports abroad; and they are still the worst offenders. Her Majesty's mails are foremost in this angering Sunday labor. Yet, when the self-governing Australian colonies threatened to treat their Sunday-landed cargoes as Boston did the tea chests, Her Majesty's post-

office found it possible to alter the day of the week fixed for the arrival and departure of mails. To this day, the exceptional laws permitting Sunday cargo-work in Portugal are called "Packet Laws" after Her Britannic Majesty's mail vessels, which originated the habit.

In Hong Kong harbor "permits" to work cargo on Sundays have to be paid for; yet 145 ships paid this small fee in 1897. Of these, one great British Mail Company had 26 steamers working cargo on Sundays; another British company had 15 steamers; and there were besides 22 other British vessels doing so; leaving 83 foreign vessels working cargoes on Sunday in a British colonial port. In some foreign ports, however, of the ships working cargo on Sundays, the British frequently predominate.

This Sunday cargo-work abroad gives some commercial advantage to unscrupulous rivals in trade of those more humane and honorable ship managers who give their crews the weekly day of rest when in foreign harbors.

2. Few things tend more to soften the hardness, harshness and monotony of life in long voyages, and to engender shipmate-like feelings of brotherly kindness at sea, than assembling together regularly for divine worship. Might not shipping managers see that their captains "*cause* the public worship of Almighty God to be orderly, solemnly and reverently performed on board their ships, and the Lord's Day observed according to law;" as an Act of Parliament enjoins on officers, of whatever religion, in command of Her Majesty's ships?

3. Might not domestic wants receive attention, forecables be made more habitable, mess traps and reading books be supplied, and better cooks be employed to serve up sufficient and good food in palatable forms? In steamers, bath rooms and wash places would be valued by seamen and firemen. These little comforts contribute largely to good humor, contentment and diligence.

4. Might they not secure a share of the public educational grants for technical instruction for captains who instruct their apprentices up to appointed standards; and might they not get the examinations for officers raised to a more adequate standard?

5. Might not some small allowances or privileges be accorded to officers and seamen who have passed the various standard examinations of the St. John's Ambulance Association for First Aid to the Injured?

6. Might not such a union of able shipping managers take an active part in investigating and promoting remedies for the principal evils afflicting merchant seamen, such as those attendant on discharging and engaging crews,

on "desertions" abroad, and on "failures to join" at home; so as not to leave such like technical questions exclusively to well-meaning outsiders?

For example: There must be some way of removing the causes which lead to as many as 18,028 "failures to join" certain ships in our foreign-going trade in one year (1895), as shown in Admiral Field's Return, 299 of 1896:

	Rating,	Sail.	Steam.	Total Times.
A. B.'s and ordinary..	1,157	5,569	6,726	
Firemen.....		7,555	7,555	
Cooks and Stewards..	94	2,139	2,233	
Others.....	155	1,359	1,514	
Total times.....	1,406	16,622	18,028	

The 18,028 "failures to join" in the foreign trade are mostly in steamships, in which the so-called "A. B.'s" are often only "deck hands," and probably few of the men are brought up to the sea. Some "ne'er-do-wells" who replace reputable British seamen, unwilling to serve under some employers, make it a trade to sign agreements, get advance notes, and fail to join time after time. Why sign on such waifs and strays of humanity in lieu of respectable seamen? To remove the causes of this evil ought not to be beyond the skill of experienced and able managers.

On the 23rd of May, 1898, Admiral Field, C. B., M. P., asked the Under Secretary of State for Foreign Affairs, in the British House of Commons, "whether the consuls at New York, San Francisco, Philadelphia, Baltimore, Portland (Oregon), Boston, Rio de Janeiro, Rosario, and Marseilles can be called upon to report in their annual returns their views as to the causes of the large number of desertions of seamen from British ships in their respec-

tive ports, amounting in the aggregate to over 14,000 per annum; the amount of unpaid wages left behind by the seamen so deserting; and what steps, if any, they would recommend should be taken to remedy this great evil."

To which Mr. Curzon, M. P., replied: "I shall have great pleasure in instructing Her Majesty's consuls at the ports named by my honorable and gallant friend, to report upon the subject of desertions of British seamen. The consuls, however, will not be in a position to supply particulars about the unpaid wages, which are dealt with in accordance with Section 232 of the Merchant Shipping Act, and the accounts of which are not rendered to them."

The Act referred to requires the unpaid wages of deserting seamen to be forfeited and paid into the exchequer, less any disbursements of expenses due to the desertion. None of the unpaid wages reach the exchequer, and no official account is received of these moneys. The wives and families of the 14,000 seamen lose the earnings of their bread-winners, but no public authority can state what becomes of the money. As the deserters are generally long voyage seamen with accumulated arrears of wages due, the aggregate of wages unpaid is believed to amount to a considerable sum annually.

7. Might they not devise encouragements for crews to abide under the same employers; if not some modified system of practically continuous employment in the foreign-going trade, so as, in that respect, to assimilate such service to that of the coasting and home trades?

8. Might they not introduce into our foreign trade some system of frequent payments of wages, such as prevails in the coasting

home trades, and in the Queen's service, and in all other employments by sea and land, with so much advantage to workingmen and their families?

A leading master mariner wrote a few weeks ago: "I had the pleasure of meeting to-day a shipmaster of twenty-five years' standing who never shipped a foreigner in his life; who pays his officers and men the best wages going; and yet pays them overtime for every hour they are employed at labor after six o'clock, or in their watch below; and that in a north-east coast vessel; and furthermore, he says, his owner saves money by it. If we could only imbue all owners with the same spirit, what a blessing it would be!"

Where there is a will there is a way. More can be done by good will, kindly sympathy, and due consideration, than by the best laws, to remove those ills of life at sea which drive respectable British seamen out of the foreign-going trade. What some considerate shipowners do, others can attempt, if competition, shareholders and dividends do not unduly prevent that which is just and merciful between Christian men.

So he bringeth them unto their desired haven. *Psa. 107: 30*

Safe—safe for ever! The blessed angels cannot experience this joy, for they have never known what it was to buffet the storm of sin and temptation and trial. It is said in one place "there shall be no more sea," *Rev. 21: 1*—in other words, no more trial or sin. Another chapter does speak of a sea in heaven. But it is undimpled by one wave. "Before the throne there was a sea of glass like unto crystal!" *Rev. 4: 6*.

For The Sailors' Magazine.

SKETCH OF THE WORK IN KOBE, JAPAN.

BY J. M. HARMON.

If I were able to continue my work here in Kobe until March 28, 1898, I should have completed five years here. But it seems to be God's will that I should leave the port, and we can but believe that "all things work together for good to them who love God." The data I have takes us back as far as the year 1882, but I believe that for some years prior there had been spasmodic efforts to do something for the seamen here, but nothing to speak of. It seems that the principal agents in this movement in 1882 were missionaries assisted by two or three business men, and in the first year H. B. M. Consul took an active part, and later the American, German, and Swedish Consuls, all of them helping as now.

In 1882 was opened a place known as the "Temperance Hall," in a building (now standing) next door to the present Seamen's Institute. This was more of a restaurant than anything else, having only six or eight beds for seamen and others.

The first account I can find of the funds at the disposal of the committee who had this place in hand gave as a result of a list sent through the "concession" the amount of yen 375. According to the books the rent of the premises at this time was yen 100 per month, giving the work a very poor start. But I think that this entry must be wrong, as that would be an excessive sum even at the present day.

In June of this year (1882) a billiard table was put into the place, occupying a good part of

the reading-room. When the new Institute was built such a plan was proposed, but I opposed it, and I think my report for the past year will justify my course, as it would have detracted greatly from the enjoyment of many using the Home, taking up one-third at least of our space.

On January 1, 1884, the list then just in gave the committee yen 301 with yen 16 as a balance from last account (317) to work upon for the coming year. The books at this date show the rent to have been yen 200 per year. The place was kept open under various managements and varying conditions of usefulness until 1888, when, it being almost bankrupt, beer was put in to make the place more popular with seamen and to make it self-supporting; and at the same time the name was changed to the "Sailors' Home." This did not last long, however, and soon after mission work was started under the superintendence of the Rev. James Ludlow, an American from one of the western States. He only remained a short time, however, giving place to Mr. Seaholm, a Swede. He in turn gave place to Miss R. Smith, or rather to the Rev. Walter Weston, under whom Miss Smith worked. She did most of the work both at the Home and afloat, and, being a lady of private means, she did this without any salary, and gave yen 10 per month towards the rent which at this time was yen 40 per month.

The Home was at this time run on a temperance basis. This plan was followed until the spring of 1893, when Miss Smith wishing

to leave wrote to Hong Kong for help, and my ship, the *Empress of Japan*, being then in port, I was asked to go to Kobe. At first I did not see my way clear, but in the end felt it my duty to come, and arriving here on March 28 at once went to work, making my residence at the Sailors' Home.

There being no funds at the disposal of the chaplain for mission work for the first six months I received no salary, but at or about this time it was decided to put beer into the Home, the chaplain and myself making a strong fight against it, but to no avail. Of course I had to get out. I then took a house on the hill, and my funds having run out I was allowed yen 10 per month with house and expenses. So the work went on for some time, until finding I could not live on that I was allowed yen 15. It must be remembered that there are many calls on one's purse in work of this kind as no doubt some of the workers know, such as tampan or boat hire for des-

titute men, &c., &c. But with the rapid increase in prices in Kobe I could not long hold out at this, and as the work was about to be given up, the Rev. S. Swann took hold, and securing a grant from both the American and English for the support of a reader, built at his own expense a nice Institute for us. And now the work is well founded and only needs a good man, and he must be a man of iron constitution to carry it on. I sent you through the chaplain a few days ago a resumé of our last year's work in tabular form, which will give you a good idea what a man broken in health can do here; just think what could be done by a good, strong man with a wife.

[Mr. and Mrs. EDWARD MAKEHAM, for nine years missionaries at Hong Kong and Havre, will soon take up the work which Mr. HARMON, to everybody's regret, was compelled to lay down.—ED.]

From The Sailors' Magazine.

SAILOR WORK AT STOCKHOLM.

BY J. T. HEDSTROM.

The first to commence work among the sailors in Sweden was the beloved AMERICAN SEAMEN'S FRIEND SOCIETY, which sent O. Petterson to Stockholm in 1841. After him came A. M. Ljungberg, who for many years toiled for souls among the sailors there and in several harbors and islands in the Baltic. In July, 1888, the Rev. A. Wollesen, of Copenhagen, was authorized by the AMERICAN SEAMEN'S FRIEND SOCIETY to inspect its various missions in Scandinavia. On his arrival at Stockholm friends of influence and zeal in

the interest of the seamen advised him to secure the appointment of a young sailor who had been converted through the influence of Mr. Wollesen's mission, who just arrived from South Africa, where he had worked a little among seamen with blessed results. On August 1, 1888, we had the joy of beginning work for the salvation of sailors in the service of the AMERICAN SEAMEN'S FRIEND SOCIETY here in Stockholm. Ten years have passed, and the Lord has blessed our humble work.

At that time there was a small

Sailors' Home, the superintendent of which was captain Carlson, a pious man who had a warm feeling for sailors, but who had no time to visit the vessels, though in the Home he did good service. No wonder then that the little mission which still exists thankfully gave me welcome. They could never praise the AMERICAN SEAMEN'S FRIEND SOCIETY enough for its friendliness and love. There was in the Sailors' Home, at that time, a small sitting-room that was used for preaching. We were soon permitted to preach here every day. It is impossible to state how many sailors were here brought from darkness to light, but the great day will reveal it all.

In this place our work was continued until October, 1891, when a new Sailors' Home was opened, which contained a brighter and more spacious hall. This hall was fitted up by the care of our beloved king, Oscar II., a sailor himself. The king's warm heart caused him to put himself at the head of a collection of money for it. It may be of interest to cite here a few words of his speech, delivered at the inauguration on October 5, 1891: "God be praised, from this day there is a Home for Sailors opened, a refuge for those, who, coming into harbor from struggles and dangers, the extent of which only he can measure who knows them himself through experience; here they cast their anchor off or lash their moorings, and gain a refuge before going to face new dangers and new struggles. It is in order to relieve their distress, and to show them the best way, give them the warmest reception, that this Home is opened, not only for Swedish sailors, but for those who belong to all nations. May God give His blessing to this new

enterprise, that is my dearest wish."

The work on board ships has furnished encouraging proofs of the Lord's power in a seaman's heart. I knew a time when it was almost impossible to walk late in the evening unmolested at our quays; drunken affrays at that time occurred nearly every week. Now they belong to the exceptions, and, as far as I know, during the whole of the past year not a single row has taken place. Most of the sailors receive me to day politely, friendly, nay, thankfully. Many times during the first season of my work, on coming on board of the ships, I was ordered to go ashore immediately, and if I did not instantly go I would be thrown overboard. Even some captains turned me out in the coarsest language and told me to go to hell, and not to come on board. Still there are thousands and thousands of sailors that are slaves under the power of sin. But the mission shall conquer in the name of the Lord!

During our work we have found that sailors belonging to the Roman Catholic Church are the most destitute in regard to good literature. It is therefore delightful to see how most of them greet us, and how they receive the gospel and religious books. Further, we have a great crowd of Finnish sailors who are coming here. Most of them speak Swedish, but many speak only Finnish. In the beginning of our work among these they were almost afraid of us and of the books that were presented to them. Many of them now come to us to receive a book-bag. Many have told us that the books have been a means of salvation to them. Many of these sailors, who understand Swedish show their weather-beaten and sun-burnt faces at our

services and listen devoutly to the gospel of peace. The sailors on board passenger vessels work from early in the morning until late in the night, and often on Sunday, too. Of course most of these become hard and inaccessible to the gospel. But we pray for better conditions for them.

Ladies belonging to the English congregation here three years ago began to make book-bags and sent them to our mission to be distributed in English vessels.

In order to revive the interest in our mission short voyages have been made to the following towns: Södertelje, Enköping, Osthrammar, Norrtelje and Vaxholm. In these places our mission has got many warm friends, which they show forth by means of the support they give us. At Osthrammar and Norrtelje we have many believing sailors, who with their families are

very thankful when we visit them.

But it is not only in these places that our mission works, but also in many of the islands off the rocky shore of Stockholm. There are sailors, pilots, fishermen and others who have no opportunity to hear the word of God more than twice a year. Being out there one winter, we asked two young seamen how far they had to go to their homes, and they answered twenty-one English miles.

There is many a pastor on land who has not as large a congregation as a missionary to seamen has. In 1897 there arrived at Stockholm 22,665 vessels of 1,892, 184 tons, and from foreign places 1,965 vessels, or in all, 24,630 vessels of 2,707,340 tons. If every vessel had a crew of 6 men, which is quite too little, we should have the respectable number of 147,780 sailors.

For The Sailors' Magazine.

REMINISCENCES OF A SAILOR.

BY ALBERT REMICK.

(Continued from the June number.)

As we neared the latitude of Cape Horn early one morning we descried a sail directly ahead of us, and as a terrific gale was blowing from the south-east, our captain, fearing a collision, wore ship, which was a dangerous operation in such a heavy sea. Some were stationed at the fore sheets, some at the main, some at the mizzen. When all is ready the mate calls out to the captain "All ready forward, sir;" the second mate calls out "All ready aft, sir." Then the captain gave the order to the man at the wheel to pay her off, that is, to put the helm up and

let the ship go off gradually. Then the order is given to let go the weather braces slowly and haul in the lee braces, and so finally the ship wears around, going in an opposite direction. The other ship got so near we could almost toss a biscuit on it. Then came a test of the height of the seas. At times she would be taken up by a huge wave, so that we would look straight up to see her and she would look almost as though she would roll over on us; then she would go into the hollow of the sea, and we would be on top of the wave, and could look right down upon her

deck. This was a beautiful sight but dangerous, and the captain was much relieved when she was passed and we hauled apart on our course again.

Now occurred one of those incidents which impress themselves upon the memory. The decks and rigging were covered with snow and ice. We were sailing under topsails, and the captain being anxious to clear the Cape took advantage of every lull in the gale to carry all sail possible; so during the night the maintopgallant sail had been set by the second mate's watch. Our watch came on deck at 7.30 for breakfast when a severe squall struck the ship, causing her to careen to leeward, so that all the boys, beef kids and bread kids, together with lots of coffee, went sliding down to the lee scuppers together. Just then the second mate called all hands on deck. The first duty was to take in the maintopgallant sail. All the down hauls, clewlines and halyards, as well as the sheets, were manned when the mate called out "All ready, sir." "Let go and haul" was the next order. Soon the sail was down. "Lay aloft and roll her up." I jumped into the lee rigging and got to the yard first, and of course it was my duty to go to the weather side. When I found the gasket was foul on the weather yard arm, it became my duty to go to it and clear it.

As soon as I had passed out on the yard the sail, having no buntline, bellied up over the yard like a balloon. The sail being frozen was very hard to handle, and I found I could not get into the mast, nor could the sailors get out to me; therefore I had to sit on the end of the yard arm and hold on to the lift.

All this time the gale was increasing and I could see the cap-

tain on top of the cabin with his short speaking trumpet in hand issuing his orders and calling to the mate, "Mr. Chisholm, for God's sake save those men on that yard." We were in great danger of the mast breaking, as at every plunge of the ship the mast would bend and shake like a whip lash. It was wonderful to me sitting on this yard arm to see the ship roll and plunge. It seemed to me that soon the mast would break and plunge us all overboard, and there could be no rescue. With this view of the situation, visions of the quiet home and loved ones passed through my mind, and all the bad boy deeds of the past came trooping through my brain. Finally by bringing up ropes from the deck, and throwing over the sail forward, and making it fast in the topsail yard, and sending men up the shrouds to man this rope they pulled the sail down.

By this time, however, my hands were so numb they had no feeling, so I was obliged to use both elbows and crawl on the yard to the mast, and then by hugging the backstay slid down to the rail and jumped to the deck. I reported to the mate the condition of my hands and he had four men rub them with ice and snow, through which painful process they were finally restored. After that, the ship under short sail, the captain called all hands to the quarter deck and served out a glass of gin to each man.

When all was quiet again we found that the pigs which had been housed under the topgallant forecastle deck were drowned while the ship was plunging. Nevertheless they were cooked and served to the sailors. This the sailors resented, threw it around the forecastle at each other, and the balance they threw overboard.

(To be continued.)

For The Sailors' Magazine.

YARNS IN THE MIDDLE WATCH.

BY H. T. MILLER.

If any one could be on the other side of the bulwarks during the middle watch to hear the words of the wise men of the sea, they would hear not a little to their advantage. Wise, deep-thinking men are sometimes found among common hands on shipboard, and the middle watch has heard themes propounded which have made the angels glad. On one occasion we were talking about prayer; that it is all right for earth, but that it did not fit in with the arrangements of heaven.

"I don't know about that," said Tim Sanders, "I think I have read of about the biggest prayer-meeting that was ever held in heaven, and the biggest prayer, that's sure of an answer, the world is ever likely to see. You will read of it in the second Psalm: 'Ask of me, and I will give thee the heathen for thine inheritance, and the uttermost parts of the earth for thy possession.' What do you think of that for an evangelical voyage round the world, and a voyage of conquest, too?"

On one occasion we talked about repentance and faith: which came first? Did the sheep find the shepherd, or did the shepherd find the sheep? The oldest man in the watch helped us in the discussion and helped us out. He told us they were both first for they always stuck together, as he had read in the old Puritan book, that repentance was the tear in the eye of faith; as to the shepherd and the lost sheep "I believe what the word says, all the sheep has got to take care of is not to kick like a tiger, and she will be

brought to the fold all right and kept there, too."

Sometimes the work of the Holy Spirit was the theme of reverent study. How, why, when, and what for, and how long did the wind blow, and would it ever stop? "I can't answer all these questions," said Tim, "but I can tell you of one strong breeze that springs up in the heart of every believer; then it dies away and never comes again." We all wanted to know about it. "It is something like this," said Tim; "We all know how easy going the worldly heart is, both ashore and afloat, and then when a sudden squall hits us, it's all 'God have mercy,' and so on, as we are helpless on our beam-ends; then we get righted and slowly our eyes are opened to understand what the apostle says, 'I was alive without the law once, but when the commandment came, sin revived and I died,' and another word says, 'we have not received the spirit of bondage again to fear, but the spirit whereby we cry Abba Father.' Now this heavy squall comes to rouse us up, to put us in prison, only to let us out again into a larger liberty than we ever had, and back to that prison we never go. For when the Holy Ghost has done that work, it has never to be done again. Thanks be unto God who giveth us the victory."

On another occasion we were talking of the soul, and how it was handled as it passed from one to the other in the order of the new creation. "I think," said one, "that the Father takes hold first, He lays hold of the soul after His

own fashion, takes it and puts it into the hands of His Son to clean it, then to dress it, then to give it a little comfort. After this the Son hands the soul over to the Holy Ghost to shape it into a nobler image than it ever bore, holding it long, tending it carefully, loving it constantly, sometimes for a long time, at others for a shorter; then it is handed back to the Son who joys in the beauty and strength of its manhood and maturity, and He again after a time hands it back to the Father

amid the praises of the angels, that God may be all in all. Surely we are loved of the Father, of the Son, of the Spirit, and though we may not see all the links of the golden chain that binds the soul to the throne for service, reward, and great and lasting command, we may be glad that something like this takes place in the case of those who are created again in Christ Jesus unto good works which God hath before ordained that we should walk in them."

DAILY LIFE ABOARD A MAN-OF-WAR.

Tap, tap—tap, tap, five o'clock in the morning, is faintly struck on the ship's bell; the sleepy sentries in a low undertone drawl out "All's well"; the officers of the deck and quartermaster on duty are about the only signs of life on board the huge black hulk of the ship as she tugs with a heavy pull at her ground tackle and the rippling waves wash with a gentle murmur along her smooth sides. Ten minutes pass, and so the quartermaster informs the officer in charge; a quiet order is given. "Call the boatswain's mates and the musicians." A boy goes forward to where they are asleep in their hammocks and quietly calls them. They turn out and lash their hammocks without disturbing anybody else. They then station themselves near the berth deck hatches. The whole ship is as quiet as a graveyard. "Five bells, sir," is the word to the officer of the deck—"Strike five bells; call all hands." Bang, bang—bang, bang,—bang, booms the big bell; the fife and drum rattle out a hated tune, the reveille, waking the echoes against the hills around the

harbor; and the boatswain's mates, putting their whistles to their lips, trill out a melody, the like of which is heard nowhere but on a man-of-war; and then call in deep hoarse voices, "All hands, up all hammocks." There is hurry and seeming confusion;—for only a few minutes are allowed for the men to dress and lash up their bedding,—and a stream of men come scrambling along with their hammocks, which are taken in charge by the hammock stowers and put away for the day. The men are all active young fellows and inveterate growlers; scolding because they are called too soon; or the day is rainy, or it isn't rainy; or cold, or warm; or some screw is loose in the mechanism of affairs about them. It is a sailor's privilege to growl, and he never loses an opportunity to exercise it. All the hammocks having been stowed, a matter of ten minutes' work, those who desire to do so go to the galley with a large granite-ware cup, and get a pot of steaming hot coffee and a roll, or slice of bread, or a sea biscuit, as they choose; and after burning

their mouths and eating the bread they are in fairly good humor. The word is then passed to "scrub decks, holy-stone in the corners." Buckets, squilgees, swabs, holy-stones and brooms are brought out of their lockers; the pumps are rigged; lengths of hose led along; the decks are wet down, then sanded and wet thoroughly; and the scene soon becomes one of animation. All hands, fore and aft, are barefoot, trousers rolled up, scrubbing, scouring, dashing water about from hose and buckets. Something of rivalry takes place; those on each part of the ship endeavoring to get through their work soonest and best. A holystone is a stone about eighteen or twenty inches square, and from four to five inches thick. This has ropes fastened to its circumference, and is drawn back and forth over the sanded, wet decks, making them bright and clean. Smaller hand-stones are used to get into spots where the large ones cannot go. These small stones are called prayer-books. By seven o'clock the decks and paint work are all scrubbed, scoured and dried. The word is then passed to "clean bright work." Oily rags, sapolio, and scouring soap are brought out; and the bright work, the brass, steel, and copper of the ship is made fairly to glisten anew. There being so many men to do this, no one has much to do; and it is soon over. At seven-thirty the boatswain's mates pipe the breakfast table-call. The cooks draw their coffee and get provisions from the galley; the tables are spread; and those who go on duty at eight o'clock sit down to breakfast, — a good substantial meal always. The rest of the crew put away the "wash-deck gear," the oily rags, etc.; and at eight

o'clock the crew sit down to breakfast, hungry as bears. No time is wasted; for the smoking hour—from eight to nine—is coming on apace, and a sailor would just about as soon miss a meal as to miss a pull at his pipe. The hour till nine o'clock is the sailor's own; and he usually improves (?) it by smoking. Until this hour the men have been in working clothes, consisting of white duck suits; and mostly bare-footed, paddling about the wet decks. At two bells, nine a. m., the boatswain's pipes call, "All hands, hear that the uniform for the day will be white pants and white caps,"—or whatever the commanding officer may direct, according to circumstances of duty and weather. From nine till ten o'clock is spent polishing shoes; putting off and on clothing; gossiping, and such little duties or needs as individual taste or necessity may suggest. At ten o'clock drill begins. It may be great gun practice; it may be broadsword drill; it may be boat drill, or sail drill, or small arms' drill; or just setting up exercise—flag-wagging, signalling with flags, both hand-flags and on the halliards, marching in company and batallion.

These exercises usually last one hour. None but the sick, either of officers or men, are excused. All must and do fill their respective places and perform their duty. At six bells, eleven o'clock, the drill is dismissed and the crew are at liberty to do much as they choose. Some get out their sewing materials and make or mend clothes, many read or write; others get together for a game; here and there may be seen a group gathered about some old quartermaster or quartergunner listening to him spinning a yarn. The school-

master ferrets out his boys,—for they usually hide away from him,—and hauls them into the school room, where, with books, blackboards, and slates, they study away at their appointed tasks. These lads are often a sore trial to the schoolmaster. It is quite often the case that they are homeless waifs, picked up off the streets and given a home in the navy. They do not realize that what is being done is for their interest. Indeed, from their ancestry and environments, it would hardly be thought that much could be made of them; and in many cases the task does seem a hopeless one. But, nilly-willy, they must go to school and learn what they can. The first lesson they have to learn is the hardest one—obedience, unquestioned, instant obedience to all orders; and that is demanded and enforced on all parts of the ship, from captain to messenger boy. It is a hard lesson for most of the newcomers into the service as well as for the boys. During this hour, from eleven to twelve, the carpenter gets out his tools and materials, and sets up his bench; and you may be sure that he is never at loss for something to do. The blacksmith's forge is soon humming a merry tune; and the ringing blows on his anvil tell that he has in hand some job of ironwork that needs his attention and skill. The sailmaker is enveloped in a cloud of canvas; for there are holes to mend, hammocks to make, boat sails to cut and fit, and awnings to be overhauled. The boatswain and his gang find plenty to do. With rope and marline and houseline, tarpot and spike and fid, they put up new things and get the old to rights in their department. The engineer's force is busy with the

engines and dynamos. In the fire-room, away down in the bottom of the ship, are seen groups of men gathered about some mechanic or engineer,—listening and learning of him how to handle the mighty forces at their command. On the quarter deck, the signal officer of the ship is surrounded by his quartermasters; the signal chests are being overhauled; every flag is carefully looked over and put in proper condition; then properly folded and laid away in its place for use at an instant's notice if called for. The marine guard polish their bright work, buttons, helmets and belt-buckles, and pipe-clay their cross-hilts. They work on their arms and accouterments till they shine like gold and silver. The painter and his assistants have out their pots and brushes, and give a thorough coat where needed, and touch up rusty and bare spots wherever they find them. Coxswains of boats look into the condition of things under their charge. Oars, awnings, rowlocks, breakers, the boat stove, the boat chest, the provisions for emergency, and the extra material in case of having to abandon ship, are carefully seen to; and if any deficiency is found to exist, it is immediately made good. The boat itself is carefully examined for weak spots or faults in construction. These things are carefully noted and put to rights at the first opportunity. At eleven o'clock the liberty men are lined up in the port gangway in order to see that they are in good uniform before they go ashore; for Uncle Sam insists that his sailors shall put the best foot foremost when they show off in foreign lands. These men usually draw a month's pay, and are given twenty-four hours leave ashore; and,

though many of them are perfect gentlemen every way, too many of them, I am sorry to say, spend their money and time in debauchery and riotous living. At eleven o'clock the steam cutter is called alongside, to the starboard gangway, and such of the officers as are off duty and have permission, go ashore. If the shore visit is a matter of duty, the officer wears his uniform; if it is a social affair, or on pleasure, he may wear his uniform if he chooses to do so, but he rarely does this. It is made a point among naval officers to wear their uniforms as little as possible; not that they are ashamed of them, but because to avoid its use as much as possible is one of the unwritten traditions of the service. A very rigid rule obtains in regard to it—"all of it or none of it;" and this little rule is vigorously carried out, both afloat and ashore. At eleven o'clock official calls are made and received. The vigilant quartermaster quietly informs the officer of the deck about "heading this way with an officer of rank, sir." "Pipe the side," is the word; and, as the officer comes over the side into the ship, he is saluted with a long-drawn whistle, at least, if he be of high rank. In that case the marine guard is drawn up and he is given, in addition, roll after roll on the drum. Should he be of very high rank, the ensign of his nation is displayed, and a salute fired consisting of the number of guns to which his rank entitles him. At eleven-thirty a. m. word is passed to put away all work—that is, all public work, work on the ship. The tables are spread, and those men who go to duty at noon sit down to dinner. The fare is excellent and the cooking is done by experts. The variety is

quite large in range and ample in quantity. Sailors are notorious grumblers and growlers; and nothing comes in for their condemnation to a greater extent than does their food. And yet the complaining is most unjust; for the whole food-preparation subject has been given the most careful and accurate consideration by experts through a long period of years, and the rations as cooked and served is the result and justifies the Navy Medical Department in maintaining it as it is. From twelve to one is dinner hour. Twenty-five or thirty minutes are consumed at the table; then a pull at the pipe; and, if it be in port, there is sure to be a crowd of petty merchants on board with their wares spread as temptingly as may be to wheedle Jackie out of his dollars; or there will be three or four bumboats alongside with fruit or provisions; or, if in the Mediterranean, in Italian or French ports, there will be seen in quiet corners here and there portrait painters at work on pictures of some seaman having a portrait of himself made to send home. Uncle Sam's boys are well paid and are proverbially free with their money. This has been found out and no means at hand are left unemployed to get his earnings away from him. There will be musicians on board at the noon hour playing for pennies and the leavings of the sailors; and jugglers and acrobats will be plying their calling. Sisters of charity get a goodly share from the kindly-disposed seamen; and I will say right here that I never knew a genuine call for charity to go unheeded by the crew of a man-of-war. The first money received by the city of Chicago during the great fire was the sum of \$381.00 sent by the crew of the U. S. ship

Nipsic. That same ship's company rebuilt the burned church of a poor negro congregation at Warrington, Florida.

At two bells, one p. m., all hands are turned to, and resume such tasks as remained unfinished at eleven-thirty. Usually some divisions of the battery have a drill or instruction class in the make up or maintenance of some particular arm and its equipment. By three o'clock everybody begins to knock off work. The men hunt up quiet corners and shady spots, and stretch out for a nap. The musicians go down in the coal bunkers, whence can be heard the muffled low toot of their horns and instruments. Seamen call members of the band "windjammers," and do all in their power (and that is much) to make their lives miserable. At five o'clock all work for the day ceases, unless there is some urgent necessity; then, of course, it goes on until finished. After supper the smoking-lamp is lighted, and Jackie proceeds to make merry after his own fashion,—by singing and dancing, boxing and skylarking generally. The songs sung are not always such as would be heard in our parlors; yet nothing positively profane or obscene is permitted. Chums walk up and down the decks together exchanging experiences and confidences; the cooks get together in air-ports for fresh, cool breezes; the servants huddle away from the rest of the burly crew, as if conscious of their inferiority; the gig's crew, and those of the Admiral's barge, in the glory of good clothes and unlimited privileges, stalk up and down, lords over, and envied by, the rest of the crew. The officers gather in groups on the quarter-deck or in the ward room, and through the

fragrant incense of cigar smoke, smile on each other and pass such pleasantries as come to their minds,—a big brotherhood of splendid men. Do jealousies and estrangements arise among them? Seamen are human; and certainly such do take place. But nothing of the sort is allowed to interfere in the least with duty. On one ship to which I was attached, one half hour per year was set aside as "Black Friday." The word was passed, "All hands settle your disputes"; and any one was at liberty to challenge any one else to a fair fist fight; and plenty of them had it out with each other, and that settled the matter between them for all time. Among the class of men composing the crew of a man-of-war that method is not so bad as it seems; nothing else would, and that did, answer the purpose. At eight o'clock at night hammocks are served out, and those who choose may go to bed then. At nine the smoking-lamp is extinguished, as also must all pipes and cigars of the sailors; and after that hour they must keep perfectly quiet and are expected to go to bed, and usually do so. The officers aft are permitted to keep their lights burning till ten o'clock; and by special permission of the captain, as much later as he will allow; but ten o'clock usually sees the big black ship perfectly quiet. Yet she is carefully watched from the quarter-deck, from both sides, and from the fore-castle. One boiler and a dynamo keep up the lights. Regularly every two hours the guards are relieved.

We have given the history of twenty-four hours. Of course there is a variation of duties, according to the ship, and circumstances, and the day; but in the main the routine is much as described in

this article. Sunday is observed as a day of rest, work is reduced to the measure of strict necessity. Usually divine service is held on board. The religious beliefs of all men are respected; and the day is spent in a decorous, respectful manner by all on board. On board all our ships are libraries filled

with the best books, and up-to-date magazines and papers for the free use of the crew. Taken altogether, life on board a modern warship is full of pleasant activity, with comparatively little of hardship or privation.—*Stanley Du Bois, in The Winonian.*

WHAT SHALL BE DONE FOR SAILORS?

BY J. K. PAULDING.

(Continued from the July number.)

To such a point did matters come that Congress in 1884 passed a law prohibiting allotments to an original creditor, or in any case except to a dependent relative of the sailor. It was a radical step to take, considering the power then in the hands of the crimps and boarding-masters to tie up the commerce of the country. It had been contended by the ship-owners that "should advance [allotment] notes be abolished, an almost insuperable difficulty will be experienced in manning ships . . . the boarding-house keeper [in this case] would give no credit, and the sailor, as soon as his past earnings were exhausted, would be obliged to go to sea." This was for England; in America things are done differently. The boarding-masters and crimps, relying on the passive co-operation of the ship-owners, undertook to render the law inoperative, and they succeeded. Mr. James A. O'Brien, himself a shipping agent and Shipping Commissioner in Philadelphia in 1886, testified as follows before the House Committee on Merchant Marine and Fisheries, in Washington, on January 23, 1896:

I came down to Washington to see the Commissioner of Navigation, Mr. Patten, and the Secretary. I told them that this law was evaded in Philadelphia. While I did not see it done, I knew that it was done. The merchant vessels were not averse to paying advances. They wanted to be protected, so that they could get the money back at the end of the voyage. I was told to go back home and do the best I could. I did not do anything. The Commissioner and the Secretary waited upon Governor Dingley and talked with him, and from reports all over the country, they agreed that the law was inoperative, and framed a bill, which got through that session, allowing allotments again.

That was in 1886, and it left the crimps and boarding house keepers masters of the situation—a position they have maintained ever since. Yet it is probable that a little more perseverance and backbone on the part of those charged with the administration of the law, together with the larger share of assistance that ought to have been forthcoming from the side of the ship-owners, would have resulted, even at that time, in the law's vindication instead of surrender to the baser elements combined for its

overthrow. The crimps and boarding masters would have resisted vigorously at first, but their resistance could not have been indefinitely maintained, and had the experiment of free shipping bureaus been established either by private individuals under legislative approval, or under government supervision, as in England, the circumstances were such as to favor its successful development.

The present law allows an allotment, in the foreign trade, to an original creditor at the rate of \$10 per month of the probable duration of the voyage. The average voyage being four or five months, this allows the payment of \$40 or \$50, and in the case of a shorter voyage it not infrequently occurs, that what with the advance and the account charged against him for "slop-chest" on the ship, the sailor, at the end of the voyage, has nothing coming to him, and is even in debt to the ship. It is now again proposed by the sailors (S. 95) to abolish all allotments except those to dependent relatives. In opposition to this the old argument is advanced from the side of the ship-owners that it will become impossible to get crews, and the experience of 1884 is cited. To meet this objection it is proposed in the bill introduced by Mr. Frye (S. 623) to reduce the amount of the allotment to a sum equal to one month's wages, and to grant the Secretary of the Treasury discretion to still further reduce the amount. No one denies that this is a practical method of going to work to secure a law that can be enforced at once, and doubtless it will prove acceptable to the sailors if it is understood as a step in the direction of entire abolition, for which it prepares the way. But Mr. Frye's

bill provides for the restoration of allotments (not to exceed \$10) in the coasting trade, from which they have been for some time abolished. The argument for this is that it is unjust to deprive the sailor of the means of procuring an outfit before he goes to sea. In the foreign, or "deep-water," trade the vessel is compelled to carry clothing in her "slop-chest," which is supplied to the sailors at prices regulated by the shipping-commissioners, but this is not the case in the coasting trade. The answer to this argument is that the evils connected with the allotment far exceed those it is designed to remedy, and that the sailor himself does not ask for its restoration, but on the contrary all the more intelligent sailors are opposed to it. Mr. Frye's bill also contains a provision for licensing shipping-masters, to whom owners or captains are authorized to pay a salary or commission for services in obtaining a crew, provided that such salary is "neither directly nor indirectly deducted from the wages of the seamen." Although such a proposition as this may seem at first sight to offer an improvement upon the present position of affairs, it is open to the grave objection that it legalizes and makes permanent a system bad in itself and now in the hands of unscrupulous men, who are likely to continue in control until the opportunity to trade upon the seaman's many disabilities is taken away from them. The temporary improvement it might be the means of securing would be dearly paid for at such a price. The whole tendency in England, where more attention has been devoted to the method of shipping sailors than has yet been bestowed upon it here, has been in the direction

of limiting the activity of the crimp, and it would therefore seem that the proposition to dignify his calling with a government license was distinctly retrograde in character.

Bad as is the material effect of the allotment system upon the sailor's welfare and prospects, it is still worse in its moral effect upon his character. Lord Brassey, writing upon this subject, says: "The sailor has been deprived of the same inducements to self-denial in prosperous times which operate on the minds of other men;" and in another place: "Unless seamen are taught to depend upon their past earnings, to be sufficiently careful of the large sums often received on paying off, so as to be able to provide therefrom the kit required for the next voyage, you cannot look for improvement in

their moral character." The Liverpool Commission, appointed to inquire into the condition of merchant seamen, report that they find the allotment system "the one great cause of the deterioration of our seamen." It has been observed that those whose occupation exposes them to great dangers are prone to seek compensation, when the strain has relaxed, in pleasures of a correspondingly vivid and unregulated character. The peril of the sea must be paid for in pleasure. It is unfortunate and unfair that the inevitable tendency to recklessness in the sailor should be artificially stimulated by a system that deprives him, in Lord Brassey's happily chosen words, "of the same inducements to self-denial . . . which operate on the minds of other men."

(To be continued.)

LOST BIRDS.

The danger to which flying machines would be exposed in aerial navigation can be readily comprehended by an observer on the Atlantic sea-coast when a heavy storm sweeps across the sea. The most sanguine Darius Green does not expect the future air-ship to be as strong and perfect as the powerful-winged birds of the air, and if the latter are tossed about by a strong gale, the fate of the flying-machine would be disastrous. A favorable situation along the coast on a stormy or windy day will reveal some facts to the bird lover that will convince him of the power of the wind and of the comparative weakness of the strongest-winged seabirds we have. A "lost" bird in a gale may drift a thousand miles out of his course, and even the petrels have fallen under the do-

minion of the wind so that they have been cast upon unknown and inhospitable shores.

A study of the birds in high gales can be made in New York Bay. When a strong north-west storm begins to howl across the State; the crows, terns, winter gulls, and other shore birds that stay with us through the winter, become restless and alarmed. They frequently predict the approaching storm much earlier than the local weather bureau. Before the first gusts of the storm have ruffled the waters of the lower bay, the birds rise from the water and begin to work inland. The crows fly in flocks, high above the city, toward the Jersey Palisades, while the terns and gulls seek the protecting shores of the Hudson River or the reservoir in Central Park. During

very cold, stormy weather hundreds of winter gulls, terns, and similar birds congregate in the central part of the reservoir, while thousands distribute themselves along the Hudson from Tarrytown to New York. These winter colonies of shore birds are rarely disturbed by gunners, and they may be inspected at close range by passengers on the ferry-boats. When the weather is moderate they float around in the upper bay in great numbers, so that passengers on the Staten Island and South Brooklyn ferry-boats have ample opportunities to watch them. Ducks and geese, hell-divers and a few snipe, also increase the size of the flocks.

Occasionally in mild winter weather the birds venture too far out on the ocean to receive the storm-warnings in time, and they get caught by the gale just off shore. A "lost" bird in a gale then becomes an interesting object. It seems to possess an instinctive knowledge that if it once surrenders to the force of the wind it will become helpless, and that unknown dangers will threaten it on every side. Consequently, a lost bird fights against the wind until completely exhausted. If it is overcome, it will be dashed upon the waves and drifted away to unknown regions.

During the recent heavy storm a number of the terns and gulls were caught out at sea, and as they tried to reach the land in the face of the gale they showed their skill in buffeting the wind to great advantage. One moment they rose high in the air, facing the gale, and then with a swift downward swoop they beat up against the wind, falling off gradually toward the north-west. The wind was blowing from the north-east,

and it was necessary for them to make progress by sliding gradually to one side. Their evolutions were intricate and interesting. Their point was clearly north-east, and they used every lull in the storm to make it. At one moment they would fly close to the water and then ascend to great heights, but always gaining a few yards and always losing a little on their objective point. In this way they finally reached the beach and dropped upon the sands exhausted with their battle.

Birds driven before the wind are tossed about relentlessly, and they rarely recover their balance after being caught by the gale. Shore birds are either dashed upon the waves and made to swim for their lives, or they are hurled violently against trees or other objects, and killed. Shore birds, when facing a gale, will take every advantage of trees, houses, and hills as defenses against the wind. They will close their wings and sink so close to the ground as to get the protecting shelter of a hedge fence, and then swoop up again with renewed headway. They frequently advance before a gale by a series of side evolutions, flying at right angles to the wind until they have attained considerable velocity, and then wheeling about straight against the wind—and making some headway before it overcomes them. This operation is repeated continually until the desired place is reached.

During our fall and early winter gales, partridge and quail are quite frequently blown out to sea by a strong hurricane, where some of them have been picked up by fishermen. In nearly all such instances they are caught by the gale when high in the air, and before they can recover themselves they are

hurried out beyond the shore and dropped into the water. With their plumage soaked with the spray, they instantly become helpless and cannot reach the shore in the face of the wind. On our inland lakes and rivers this is a more common sight than along the ocean shore.

When once blown out to sea the shore birds have little chance of escape. Unable to battle against the heavy wind, they yield themselves to their fate and drift about until the storm subsides. By that time they are likely to be so far from shore that they cannot reach it again, and they either fly or swim until they starve to death or die of exhaustion. Their dead bodies, along with those of the hapless gulls, terns, and herons, are finally drifted upon some shore where the waves leave them high and dry. After every heavy storm hundreds of such luckless victims can be found on the beaches of our Atlantic coast.—*G. E. Walsh, in Our Animal Friends.*

A Changed Sailor.

A Christian sailor was serving on board a passenger steamer running from London to some of the well-known watering-places. A sea fog arose, and came on so quickly that the steamer was soon enveloped in it. Near the funnel a youth was sitting shivering, and evidently in an anxious state of mind.

Presently the sailor passed him. "Shall we have a storm?" he asked of him.

The sailor answered cheerfully:

"Do not allow yourself to be anxious, since the Lord knows what condition we are in, and 'Like as a father pitieth his chil-

dren, so the Lord pitieth them that fear Him.'" With these words he went on with his work.

Years passed, and the sailor had risen by the force of good character and sterling merit, until he had become the captain of a sea-going steamer.

On one of his voyages a well-dressed gentleman approached him with the question, "Shall we have a good voyage, captain?"

"That no captain can tell," said he, "but He who holds the winds in His fists, the water in the hollow of His hand, and metes out heaven with a span."

"Thanks, captain," said the gentleman; "it delights me to hear you come so quickly to the main point. You remind me of a sailor who spoke encouragingly to me on my first little voyage."

"What did he say?"

"Well, when I feared an on-coming storm, and was terrified at the rough winds, he said to me, 'Like as a father pitieth his children, so the Lord pitieth them that fear Him.' I am a Jew by birth, so the text was not unknown to me; but I could not call God my Father. The sailor was, as I plainly saw and felt, as happy as a child on his father's knee.

"First, I wondered what could give a man such confidence; and then I prayed God to be my Father, and to give me confidence in Him. It led to my becoming a Christian and a missionary to my own people." So saying he offered him his card.

"How long is it since the time of your first voyage?"

"Seventeen years."

"Should you know the sailor if you saw him?"

"Oh, certainly? I remember him distinctly, and have so often thought of him."

"Well, then, that sailor stands before you now."

"Impossible, captain! Why, he was a common seaman."

"There may be a change in my person as there certainly is in my position; but is not yours a still more remarkable change? You were a Jew, but are now a Christian, and a Christian missionary. Why, then, in seventeen years may not a common sailor become a captain?"

The Word of God is of mighty force to convince and bless and save; it should dwell in every Christian so richly as to enable him to speak a word in season on every fitting occasion.—*Friendly Greetings.*

Why a Ship is Called "She."

The word ship is masculine in French, Italian, Spanish and Portuguese, and possesses no sex in Teutonic and Scandinavian. Even a man-of-war is she to our sailors. Perhaps it would not be an error

to trace the custom back to the Greeks, who called all ships by feminine names, probably out of deference to Athene, goddess of the sea. But the sailor assigns no such reasons. The ship is to him a veritable sweetheart, and it is a common thing to hear him ascribing to it vitality and intelligence.

The ship possesses a waist, collars, stays, laces, bonnets, ribbons, ties, combings, earrings, chains, watches, jewels and scarfs, and there is often considerable "bustle" about her. She is full of pins, hooks and eyes. She also possesses a forehead, nose, head, eyes, shoulders and more than one heart. The keeper of a ship in port is familiarly called the "ship's husband." If we add that she looks best when fully "rigged out," we may have enough of sailor logic to account for the feminine name.—*Tribune.*

WRECK is as sure as rescue. So events blend in every life.—*S. S. Times.*

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Sweden.

STOCKHOLM.

Mr. J. T. HEDSTROM writes on June 30:

I can speak of about fifty seamen who have listened to the old, old story of Jesus and His love who have begun to sing a new song. I paid a visit to a Norwegian ship, the last man to whom I spoke was the chief officer who received the Word, and we had together an hour which will

be long remembered. After that I went on board a Swedish vessel. After a short sermon in the fore-castle two of the crew asked what they should do to be saved. I pointed to Him who is willing to save the greatest sinner in the world. A mate on another vessel asked me into the cabin where he told me he was a great sinner, I left him trusting in our Saviour. On another vessel the carpenter told me his doubts, and that he believed it was impossible to lead a Christian life on a steamer. But when I told him that I had

been a sailor on great steamers out of London, and had been helped in every circumstance, with tears in his eyes he trusted the Lord to take care of him and his life.

I paid a visit on board a Finnish ship and the captain asked me into his cabin. He asked me if I knew him. "No." He said that he had been at Stockholm four years ago and that the book-bag received from me had been to him and his crew a great blessing, and also to many of his neighbors at home.

Our meetings in the mission hall the past quarter have been blessed. One evening in April we saw fourteen persons confess Christ as their Saviour. Nearly every week one or two sailors have received pardon and peace. One evening a young lad gave his heart to Jesus. I said "Will you try to get some of your shipmates here?" The other evening he had with him the carpenter and boatswain, and so every night as long as the vessel was lying here, but the last evening he had one more, and those three sailors received the converting gospel.

Average attendance of seamen at religious services, 35; visits on board ships, 408; tracts distributed to seamen, 5,934, portions of the Bible, 256 book-bags issued and placed on vessels, 148.

Chile, S. A.

VALPARAISO.

The Rev. FRANK THOMPSON writes on May 16:

My report for quarter ending March 31 has been delayed owing to severe illness which laid me aside for a number of weeks. The work in the bay in connection with the mission has been maintained in a good degree by one of our directors taking the Sabbath services, and by other helpers doing some of the other work, viz., visiting the vessels and distributing Scriptures, magazines, papers, and other reading. The mission is being well upheld by visiting seamen and its work is going forward prosperously; it stands firm in the respect and esteem of its various patrons, and seems to be more and more appreciated by all classes of seamen visiting our port.

Number of American ships in port since last statement, 4, all others, 261; religious services in Bethel, 13, in hospital, 4, elsewhere, 5; average attendance of seamen at religious services, 36, of others, 5; religious visits to hospitals, 4, on ships, 50, in boarding-houses, 9; Testaments distributed, 13, gospels, 12, magazines, papers, books and tracts, 3,309.

At Ports in the United States.

Massachusetts.

GLOUCESTER.

Testimonies at the Fishermen's Institute:

"I bless the Lord for His mercy over me; He has kept me safely through another trip. While others have been swearing and cursing, in my heart I have been praising God, and often I have praised Him aloud with my lips, so that all might know of His goodness and love."

"I remember when I was a boy of hearing mother on Sunday morning sing

'Safely through another week,
God had brought us on our way.'

I feel like singing this evening,

'Safely through another voyage,
God has brought me on my way,'

and I am devoutly thankful to be with you this hour."

"I don't know what to say, I don't know anything about religious talk. You see, I never was brought up to it. My mother never took me to any church, nor asked me to go, so I never went. This is the first church I ever attended in my life, and you see I am an old man now, but I like it; it is better than I thought it was, and I am going to follow it up till I learn some prayers. I know a little of some hymns, and if you don't think it is too late I will try to turn over a new leaf. I am just beginning to think that perhaps I may be a man yet. I declare I must be a very poor specimen of one now, but I would like to be changed, converted, you call it, or anything else that will help me."

"I never could understand how it was that some people could sit and read their Bibles for hours. To me it was the driest and hardest of all books to read, until one dark and stormy day on Georges. I was sick and all discouraged; fairly tired of life; when I opened my comfort bag

to get a needle and some thread to mend my clothes, I opened a little Testament which I found in the bag and read. The first passage my eyes fell upon was 'God is love.' I thought that was strange, and so I read on and on, until the whole seemed more like a letter from home than anything else I could compare it to, and I was convinced there and then that Jesus loved even me. I have never said anything to anybody about it before, but I felt that I must come and tell you about it, and thank you for that comfort bag and Testament. I know now that there is a better life for me, and I will try hard hereafter to show myself a man, God helping me."

"There was a time on this last trip when I didn't think I should ever see this chapel again, but I just called upon God and reminded Him of His promises. Then I lost all fear and felt that nothing would befall us. Mine was literally a call from the depth."

"I have made no money since I left you, but I thank God that I believe I have grown in grace, and in the knowledge and love of Jesus Christ, my Lord."

"As soon as we came alongside the wharf I could see the effect of license by the number of drunken men, such as I had not seen for the past two years. There are four vessels down here now, with all stores on board, ready for sea, but the men are on a drunk. That is something we haven't seen for the past two years, when we had no license. It is rather hard for a Christian man to have to go to sea with a whole crew of drunken men."

"I have seen a good deal of this world and of life under quite varying circumstances, in deep sea vessels, in mining in Australia and in lumbering camps in the west, but nowhere else have I seen the inducements to wrong-doing that I have had held out to me on board a schooner from this very port. May God have mercy on us. I have ceased to wonder why there is so much stealing from our vessels and so many skippers run away with money."

"It takes as much courage to confess Jesus Christ by daily prayer and reading God's word on board a fisherman as it does to face the cannon's mouth in battle. I have tried both and I know whereof I affirm. Some of you folks can hardly realize what it costs some of us men to use decent language and to refuse to join in profanity and impure talking."

Connecticut.

NEW HAVEN.

The Rev. JOHN O. BERGH writes on June 30:

Not much can be said for the results of the work for the quarter, although the work has been steadily carried on along the lines of every department. The breaking out of the war, though it has not affected the coasting trade very much, has drawn away from New Haven the sailors, through expectation of obtaining different and better employment. Consequently the opportunities of doing them much good, either at the Home or at the meetings, have been few and of brief duration. We are still "holding the fort," however, and instead of diminishing we rather increase our efforts. The figures submitted will best tell the state of the work.

Meetings held, 13; attendance at meetings, 249, of sailors, 117; visits to reading room, 1,159; letters received for sailors, 253, written by sailors, 217; bundles of reading matter distributed, 247; 4 Bibles, 75 books and 190 loose magazines given away; libraries exchanged, 13; vessels in port, 182, foreign, 7; visits to vessels and barges, 365; men shipped, 192; new arrivals at the Home, 52; total men, 306.

Virginia.

NORFOLK.

The Rev. J. B. MERRITT writes on July 1:

We have had very interesting services during the quarter. We have had several shipwrecked crews and during the past few weeks a large number of sick seamen among whom there have been four deaths. Two of them professed to be prepared for the world to come. The other two died without returning to consciousness after being blown up on a small steamer; so I could have no talk with them.

Number of American ships in port since last statement, 311, all others, 13; religious services held in chapel, 26, elsewhere, 3; average attendance of seamen at religious services, 11, of others, 6; religious visits to hospitals, 92, on ships, 324; Bibles and Testaments distributed, 20, tracts, &c., 3,700 pages.

South Carolina.

CHARLESTON.

The Rev. C. E. CHICHESTER writes on July 1:

Number of American ships in port since last statement, 26, all others, 2; religious services held in chapel, 18; average attendance of seamen at religious services, 8, of others, 25; religious visits to hospitals, 17; Bibles and Testaments distributed, 14, tracts, &c., 1,650.

Georgia.

SAVANNAH.

Mr. H. IVERSON writes on July 1:

Number of American vessels in port since last statement, 144, all others, 53; religious services held in chapel, 45, elsewhere, 2; average attendance at religious services, 29; religious visits to hospital, 9, on ships, 139; very much reading matter has been given to seamen. The last quarter has been very dull; I do not think I have seen such a time in Savannah before: but in the next two months I expect a fleet of vessels. I may mention a young second mate at the hospital, sick with fever, who has received salvation by faith in Christ and is now happy.

Alabama.

MOBILE.

The Rev. R. A. MICKLE writes on July 1:

Number of American ships in port since last statement, 7, all others, 32; religious services held in chapel, 8, in hospital, 8; average attendance of seamen at religious services, 11, of others, 11; religious visits to hospitals, 14, on vessels, 87, in boarding houses, 5; Bibles distributed, 3, Gospel Hymns, 2, many magazines, papers, and some German and Spanish tracts; 57 requests for special prayer.

The spiritual phase of the work has certainly been encouraging as is evidenced by the large number of requests for prayer. This interest has shown itself, particularly among the sick at the Marine Hospital. Several soldiers sent in from the military encampment were among the number. Quite a number of seamen

have gone into service, and for this reason the attendance at the Bethel has not been as large as usual, though the numbers have increased at the hospital, and services there now are more frequent. The Bibles given away this month were the gift of a pious woman, who also donated some good books and magazines. A generous merchant gave a nice oil-cloth for the table in the reading-room. Three sailors were badly scalded by an accidental explosion of a boiler. One of these was wandering in his mind from the time the accident occurred until death came to his relief. The other two have recovered, and seem truly grateful to God for their spared lives.

The Bethel Auxiliary gave the usual monthly entertainment, and the ladies deserve praise who so cheerfully do the work necessary notwithstanding the intense heat of the weather. As has been remarked before, the chaplain often has the opportunity of helping distressed mariners, in temporal things as well as in spiritual. As a sample of this kind of work, he may be allowed to describe the successful and pleasing labors of one day. A shipwrecked captain had arrived in Mobile a stranger, penniless and hungry. He had hoped to find a vessel here that would take him to Sabine Pass, where he could certainly obtain employment. The first thing to be attended to was to give him a comfortable breakfast, as he had had nothing to eat for twenty-four hours. This was done by a benevolent restaurateur who always responds to such calls. The next step was to secure his passage to New Orleans where there was better prospect of getting on to his desired destination. The railroad agent kindly agreed to allow him half fare. Then the chaplain appealed to three or four friends, who furnished this amount. Then it was necessary to get a health certificate, as New Orleans had just quarantined against Mobile. To do this he had to go before a Notary Public and make oath as to his whereabouts before he came here. This entailed expense, but another friend of the chaplain had this matter arranged without charge, and the health officer granted the certificate. Thus equipped, it only remained for him to get another good square meal from another generous restaurateur. Then, with a letter of introduction to the New Orleans chaplain, with heart full of gratitude to all who had helped him in his emergency, this captain, a most worthy and excellent man, went on his way rejoicing.

Oregon.

ASTORIA.

The Rev. JOHNSTON McCORMAC writes on July 4:

My work for the last quarter has been to a great extent among fishermen in their boarding houses and on their net racks. Since my last report I have distributed among them and my sailors over 13,000 pages of Mr. MUNSTER's excellent tracts. These tracts are a real God-send to me, for which I am truly thankful, both to the divine and humane giver. I have distributed many of them on the passenger vessels going to Alaska and have always had them thankfully received. The fishing thus far this season has been very poor and the poor gil-net fishermen are very much discouraged. Only five out of over twenty canneries are running this year, and the pack, it is supposed, will fall very far short. Traps, wheels, and seines with their two-inch square meshes have almost annihilated the fish of the Columbia River. When we think of what a grand food supply this has been, and a grand industry also, we can see what a shame and sin such a ruthless destruction is. The friends of the poor gil-net fishermen have fought very hard against this great evil, but thus far our efforts and petitions to our legislatures and Congress have been defeated by the "boodle" supplied by rich trap and wheel men. For once I had almost given up the fight till I read the following lines in the last SAILORS' MAGAZINE, written of that noble friend of sailors, Mr. PLIMSOLL, "The lesson of his life is this, strike at wrong and keep on striking; hit it harder when it hits back, and never throw up the sponge till it dies." These words, I assure you, brought tears to my eyes, and with God's help I am resolved to try again. Is it not a strange freak of blind avarice for these men to expect and pray Congress to supply by hatcheries the young fish which they themselves by their destructive modes of fishing are destroying by the billion every year? Should cattlemen on the plains kill all their calves, they might as reasonably ask Congress to impose a tax on the whole United States to supply them with young stock.

As you will see from my report we have had but comparatively few ships in port since my last report. At the outset of the war, for a few weeks, we scarcely

had any at all, but they have been doing a little better lately. On last Sunday I held service in the forecastle of the *Alexander Black*, of Londonderry. We had a very nice service, good attention, fine singing of about half a dozen of Gospel Hymns, and a short sermon on the Saviour's words "I am the light of the world." After service the boys began to inquire about the war, and after I had given them a short account of its origin and progress three of them declared they would enlist when they got to shore. I am not a recruiting officer by any means, but I am so thoroughly impressed with the righteousness of our side of the war, that I presume there was some war fever in my words. In the afternoon I tried to get out to hold service on the *Pennryn Castle*, but the bay was too rough and we were obliged to pull back to shore.

Our railroad, the Astoria and Columbia River, is finished and is now running regular trains daily between here and Portland, and we hope great things for the future. The people of Astoria feel very grateful to Mr. A. B. HAMMOND, of Montana, and they have very good cause, for every one knows it is his work.

Number of ships, &c., in port since last statement, 26, and some American schooners; religious services on shipboard, 4, elsewhere, 12; average attendance of seamen at religious services, 7, of others, 36; religious visits on ships, 48, in boarding houses, 87; Bibles and Testaments distributed, 3, tracts, &c., 13,000; bundles of reading matter given to ships, 14.

Washington.

TACOMA.

The Rev. R. S. STUBBS writes on June 8:

Madame FUNNEMARK and her devoted and zealous daughter, Miss CHRISTINE, have witnessed gratifying results of their labors, especially among the Scandinavian seamen, in connection with the Scandinavian and other social and religious services at the Seamen's Rest. These esteemed fellow-laborers continue to evince their Christian love for our Bethel work by cooperating with us in our ship visitations, hospital services and Bethel meetings. Their labors are highly appreciated not only by the men of the sea but by Mrs. STUBBS and the chaplain. We rejoice also in the helpful co-

operation of the Y. M. C. A. secretary, W. H. DAY, and his estimable wife, who are in earnest Christian sympathy with us, and delegates come to the Bethel once a week to hold meetings in the Bethel Hall.

During the past two months one hundred deep-water ships and steamers have loaded at our wharves, wheat, flour, lumber, coal, salmon, &c., for all parts of the world. About one-sixth of the number are of the largest tonnage of four-masted ships under the British flag, carrying cargoes of cereals whose value ranges from \$90,000 to \$170,000 for each ship. Some also of other nationalities, Norwegian, German and Chilean, have loaded wheat and flour for Africa, Japan and Europe. To these vessels we have satisfactory access; and almost every Lord's day morning we have held services on these vessels. On one or two occasions the young friends of the Floating Society of Christian Endeavor have co-operated. Much more might be undertaken and accomplished for the betterment of our seamen if shipmasters would accord to us the full measure of co-operation at their command.

We have held 9 ship meetings, 25 meetings in the Bethel Hall, and 16 meetings have been held in the Seamen's Rest, one half of them in the Scandinavian languages, and the other half I have conducted by invitation; besides these meetings wife and I have conducted 20 other religious meetings. Our labors have extended to the cabins of logshoremens, the hospital and the sailor boarding house, and occasionally to the police station and the jail. Besides the messages of Christian sympathy we have also taken generous supplies of wholesome reading matter and copies of the Holy Scriptures in various languages. In addition to the foregoing we have supplied deep-water ships with a sea-stock of good reading matter. In this work during the past year we have been aided by the ladies of the Washington and Tacoma W. C. T. Unions; in connection with these organizations Mrs. STUBBS has labored for many years as an evangelist.

Our most recent visit to the Fannie C. Paddock Memorial Hospital was a very precious season, the patients giving marked attention while I set before them the action of "the Greeks who desired to see Jesus," John xii: 21. One week ago an apprentice on board the *Dominion*, of Sydney, was brought to submit to the saving grace of Christ, as the tender

memories of his sister's faithful admonition came vividly before his mind.

As I approach the seventy-fifth anniversary of my birth, and having recently passed the forty-eight anniversary of my conversion, the forty-fifth of my entrance into the ministry, and the twenty-third anniversary of my entrance into the service of the AMERICAN SEAMEN'S FRIEND SOCIETY, I am privileged to testify that I never was quite so thoroughly adjusted to nor so thoroughly happy in my mission as chaplain to the men of the sea; the same is true of Mrs. STUBBS, nor do we think we were ever more effective and acceptable as laborers in the Lord's vineyard. We ask the prayers of all Bethel workers and friends of seamen everywhere, for their occasional words of commendation we are deeply grateful and send herewith our hearty thanks; at the same time with "Paul the aged" (Philemon 9) we confess that "having obtained help of God we continue unto this day"; all glory be to His holy name for ever. Amen.

We acknowledge the timely arrival by the ship *Henry Villard* of a box of Testaments from the American Bible Society, via Cape Horn from New York. Many thanks.

SEATTLE.

The Rev. THOMAS REES writes on July 2:

Another busy month has closed with a record of fifty-six rising for prayers and ten professed conversions, five of which were seamen. I have been twice at Port Blakely; at our first visit we found ten ships, at the last six. Our meetings have been profitable, many inquiring the way of salvation, and many finding it; meetings of a revival character all the time.

The rush to the Klondike has subsided and things are more quiet along the wharves, although there are still many going to Alaska, and not a few coming back unsuccessful. Great things are expected by the first steamers down the Yukon. The travel is all by steamer, and that means no Sunday, no time to worship God, or opportunity for serious reflection. God save poor Jack.

P. S. My surprise was great and my heart made sad in reading of the death of Mr. JOHN M. WOOD. I bless God for his wonderful life and his labor among the men of the sea. No one could read

his reports without being impressed with his sincerity. He seemed to touch me in my tenderest spot, and his life was to me a benediction. I pray God that his precious wife may be wonderfully sustained by God. This death, so sudden to us all, may remind us that what we do we must do quickly. May his mantle fall on some one that will have a double portion of the spirit of JOHN M. WOOD. God bless the AMERICAN SEAMEN'S FRIEND SOCIETY and all her workers as the sudden news of the departure of this brother reaches them in their various fields of labor,

Number of American ships in port since last statement, 18, all others, 2; religious services held in chapel, 30, at Port Blakely, 2; average attendance of seamen at religious services, 7, of others, 59; religious visits to hospitals, 4, on ships, 8, in boarding houses, 8; Bibles and Testaments distributed, 2, tracts, &c., 150.

The Planets for August, 1898.

MERCURY will be visible August 5 to 15 in the west, after sunset.

VENUS will grow gradually more conspicuous in the evening; both increasing in brilliancy and moving farther from the Sun. Jupiter closest ($1\frac{1}{2}^{\circ}$) August 18, when the brilliancy of the two may be compared.

MARS will be visible in the morning; will not be conspicuous.

JUPITER will be visible in the early evening. Will be in conjunction ($1\frac{1}{2}^{\circ}$ north) with Venus on August 18; before that date will be the eastern, afterward the western, of the two objects.

SATURN will be visible in the first half of the night in the south and south-west.

Princeton.

T. R.

Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

JUNE, 1898.

Total arrivals..... 172

Receipts for June, 1898.

NEW HAMPSHIRE.

North Hampton, Congregational Ch. \$18 00

VERMONT.

North Bennington, Mrs. S. D. Jennings..... 5 00

MASSACHUSETTS.

Amesbury, Union Evangelical Church 6 85
Groton, Mary M. S. Spaulding, for a library as a memorial of her husband, Miles Spaulding.... 20 00

RHODE ISLAND.

Kingston, Congregational Church.... 12 30

CONNECTICUT.

Berlin, Second Congregational Ch.... 8 00
Eastford, Congregational Church.... 2 50
Norfolk, Kate L. Bulkeley 10 00
Terryville, friends, toward library.. 5 00
Westbrook, S. Stevens..... 2 00
Westport, Saugatuck Congregational Church Sunday School..... 4 72

NEW YORK.

New York City, collections from the White Star Steamship Co., received per E. J. Adams..... 125 00
Miss Helena P. Bulkeley, for the Helena P. Bulkeley Fund Libraries 100 00
Proceeds of a concert given on board S. S. *Winifreda*, Capt. Muir, on her last voyage, and donated to the purposes of the AMERICAN SEAMEN'S FRIEND SOCIETY, received per Sanderson & Son..... 54 79
Miss M. L. Ackerman, for libraries. 40 00
Miss Emma Bogardus, for libraries, one in memory of Mrs. Mary A. Bogardus..... 40 00
Fifth Avenue Presbyterian Church Sunday School, for library, \$20, and for library work, \$12.79..... 32 79
Miss Katherine Hoffman, for a library in memory of her sister, Miss Anna A. Hoffman..... 20 00
E. P. Hoyt, for library..... 20 00
Mrs. Helen L. Lee..... 10 00
Robert Jaffray..... 10 00
Christ Presbyterian Church..... 5 65
Walter T. Miller..... 5 00
Capt. J. J. Warner, brigantine *Edward E. Hutchins*, for library work..... 2 00
Rochester, Mrs. Jane A. Hodges, to constitute Mrs. T. W. Atkinson a Life Member..... 30 00

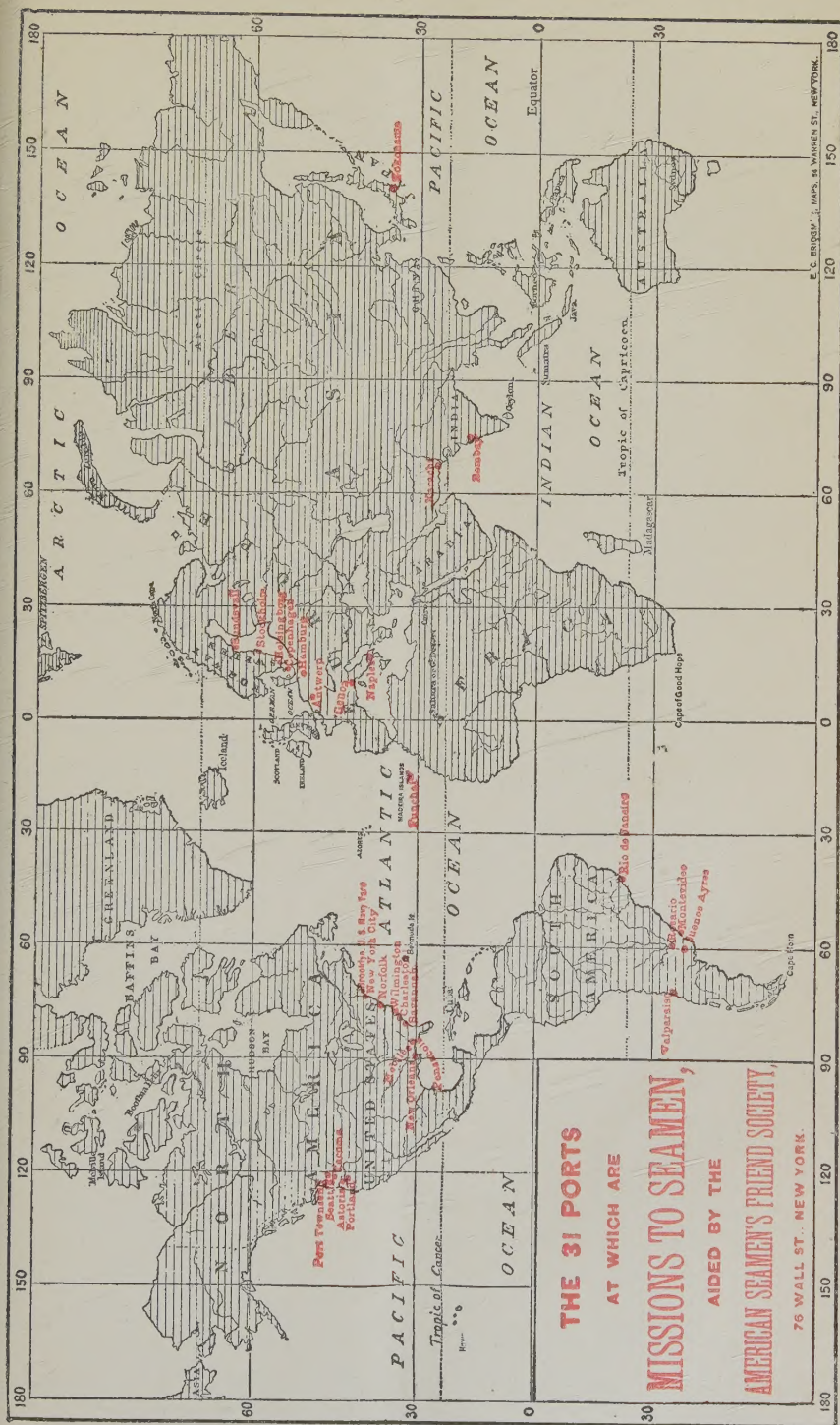
NEW JERSEY.

East Orange, M. L. P., for library in memory John Newton Baldwin, and one in memory of Artemus Newton Baldwin..... 40 00
Franklin Park, Reformed Church.... 12 10
Madison, Army Committee of Y. M. C. A. of New Jersey, for a library for U. S. S. *Badger*..... 20 00
Stanley, Sarah C. Bonnell..... 1 00

DISTRICT OF COLUMBIA.

Washington, Rev. Dr. T. S. Childs... 5 00

\$667 70



INFORMATION FOR SEAMEN.

SWEDEN , Helsingborg.....	K. I. Berg.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenborg.....	Christian Nielsen.
DENMARK , Copenhagen.....	Rev. A. Wollesen.
GERMANY , Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM , Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY , Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA , Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	W. H. Dowling.
JAPAN , Yokohama.....	Rev. W. T. Austen.
" Kobe.....	Edward Makeham.
" Nagasaki.....	John Makins.
CHILE , Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC , Buenos Ayres... ..	Buenos Ayres Sailors' Home and Mission.
" Rosario.....	Rosario Sailors' Home & Mission, F. Ericsson.
MADEIRA , Funchal.....	Miss'n to Sailors & Sailors' Rest, Rev. W. G. Smart.
MASSACHUSETTS , Gloucester.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT , New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev. [John O. Bergh].
NEW YORK , New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	
VIRGINIA , Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA , Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
SOUTH CAROLINA , Charleston.....	Charleston Port Society, Rev. C. E. Chichester.
FLORIDA , Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA , Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA , Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA , New Orleans.....	New Orleans Port Society, Rev. R. E. Steele.
OREGON , Portland.....	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormac.
WASHINGTON , Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH , N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON , Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Phineas Stowe Sea. Home...	Lad. Beth. Soc., S N. Bennet	St. George C. Smith.
" Charlestown, 46 Water St	Epis. City Mission.....	John Allen, Supt.
" East Boston, 120 Marginal St.	"	James M. Battles, Supt.
NEW BEDFORD , Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	E. Williams.
NEW YORK , N. Y., 190 Cherry Street..	Amer. Sea. Friend Society..	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN , N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home..	
PHILADELPHIA , Pa., 422 South Front St.	Penn. "	Capt. R. S. Lippincott.
BALTIMORE , Md., 418 South Ann Street	"	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Thomas Hansen, Supt.
"	"	Miss Laura Lee, Matron
WILMINGTON , N. C., Front & Dock Sts.	Wilmington Port Society...	
CHARLESTON , S. C., 44 Market St.....	Ladies' Sea. Friend Society..	Capt. H. G. Cordes.
MOBILE , Ala.....	Ladies' Sea. Fr'nd Society..	
NEW ORLEANS , La.....	N. O. Sea. Friend Society...	Halvor Iverson.
SAN FRANCISCO , Cal.....	S. F. Sea. Friend Soc'y.....	Capt. Melvin Staples.
PORTLAND , Ore.....	Portland Sea. Fr'nd Soc'y..	Rev. A. Robinson.
NEW HAVEN , Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt

MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND , Me., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	Rev. F. Southworth.
BOSTON , Mass., 332 Hanover St.....	Baptist Bethel Society.....	" A. S. Gilbert.
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
" East Boston Bethel.....	Methodist.....	" L. B. Bates.
GLOUCESTER , Mass., 6 Duncan St.....	Gloucester Fish'men's Inst.	" E. C. Charlton.
NEW BEDFORD , Mass.....	New Bedford Port Society..	" E. Williams.
NEW HAVEN , Conn., Bethel, 61 Water.	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK , N. Y., Catharine c. Madison	New York Port Society....	" Samuel Boul.
" 123 Charlton Street.....	" W. S. Branch	Mr. John McCormack.
" 34 Pike Street, E. R.....	Episcopal Miss. Society....	Rev. A. R. Mansfield.
" 665 Washington Street.....	The Sea. Christian Ass'n...	Stafford Wright.
" No. 341 West Street, N. R.....	Episcopal Miss. Society....	" W. A. A. Gardiner.
" 21 Coenties Slip.....	"	" Isaac Maguire.
" 53 Beaver St.....	Finnish Lutheran Sea. Ch..	" V. K. Dorchman.
BROOKLYN , N. Y., U. S. Navy Yard...	Am. Sea. Friend Society...	Mr. J. M. Wood.
" 31 Atlantic Avenue.....	New York Port Society....	
" 193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	Rev. R. Andersen.
" Erie Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
Scandinavian Seamen's Church,		
William St., near Richard St...	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA , Pa., c. Front & Union..	Presbyterian.....	" H. F. Lee.
" N. W. cor. Front and Queen Sts..	Episcopal.....	" Francis W. Burch.
" Front Street, above Navy Yard...	Baptist.....	"
" Washington Ave. and Third St...	Methodist.....	" W. Downey.
" Port Missionary, 1420 Chestnut St.	"	" E. N. Harris.
BALTIMORE , Md., Aliceanna & Bethel Sts	Seamen's Un. Bethel Soc'y.	" G. W. Heyde.
" No. 815 S. Broadway.....	Port Mission.....	Mr. K. S. Willis, English.
"	"	" S. Olsen, Scand'ian.
NORFOLK , Va., Water St., near Madison	Norfolk Sea. Fr'nd Soc'y..	Rev. J. B. Merritt.
WILMINGTON , N. C.....	Wilmington Port Society...	" J. Carmichael, D. D.
CHARLESTON , S. C., 44 & 46 Market St..	Charleston Port Society...	" C. E. Chichester.
SAVANNAH , Ga.....	Amer. Sea. Friend Soc'y..	" H. Iverson.
PENSACOLA , Fla.....	"	Mr. Henry C. Cushman.
MOBILE , Ala., Church St., near Water	"	Rev. R. A. Mickle.
NEW ORLEANS , La., Fulton & Jackson.	Presbyterian.....	" R. E. Steele.
SAN FRANCISCO , Cal.....	San Francisco Port Society	" J. Rowell.
PORTLAND , Ore.....	Amer. Sea. Friend Soc'y...	" A. Robinson.

AMERICAN SEAMEN'S FRIEND SOCIETY, 76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

JAMES W. ELWELL, *President.*

CHAS. A. STODDARD, D.D., *Vice-President.*

W. C. STITT, D.D., *Secretary.*

WILLIAM C. STURGES, *Treasurer.*

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129 St. James Place, Brooklyn, N. Y.
FREDERICK T. SHERMAN,
291 State Street, Brooklyn, N. Y.

OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution).—"The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the Gospel, and other religious blessings."

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1898, was 10,479. Calculating 12,305 reshipments, their 557,685 volumes have been accessible to more than 398,215 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.